RAILWAY JOTTINGS.

More accidents! and at least 100 lives lost! only it fortunately happens, that although the third class 'carriages' on some lines are little better than 'cattle pens,' those 'smashed to pieces' in the most extensively fatal of the accidents alluded to, were not exactly third class ones of the stamp just indicated, but a grade lower, namely, cattle pens in reality; containing sheep and calves, between 90 and 100 of which had the butcher's work done for them by the railway wholesale system, the affectual principle of which approved system consists in the pinioning and execution of the convictims between two locomotive engines, one in front and one in rear. A good deal of curiosity and speculation, it seems, has for some time prevailed amongst the knowing ones, as to how this not altogether new invention would 'work,' when the expected result should take place. That curiosity has at length been gratified. When the proper obstacle occurs in the van, by the sudden arrival of the advance engine at a full stop, of, as in the present instance, by one of the loose connecting chains of a timber truck being hitched by catching hold of a crossing—the rear engine of dread destruction pushes on, and propels one truck, or carriage, into another, till the whole be reduced to squash. That is how the work was done on the Great Western on Saturday last, and although, for an amateur experiment, it would have been too expensive a process to the company to have sacrificed 90 or 100 'humans,' we may look for the thing coming off some fine day soon in earnest, and 'quite regardless of all expense.'——There is an interesting variety, however, as well as a 'startling novelty,' in the experiments on human life, with which the public have of late been entertained; of which the romantic plunge at Chester may be cited as a convincing proof. So much so, indeed, that after such exhibitions as these, there is a stale no less than an unprofitable excitement in the mere fact of 'making no bones of,' but breaking a few of those already made for, 3 or 4 labourers, with a miscellaneous, or chance 'female,' or woman, and 'male' of the same species, by the very reasonable determination of a railway arch to stand no longer after its 'only means of support,' namely, the trusses and centre pieces, on which it had been nursed into a precocious maturity, had been cruelly taken away. We may, however, *pro formâ*, state, that this little incident occurred on Friday last, and that quite at hand, in Great Russell-street, Borough, already alluded to, over which the arch of the North Kent viaduct had been 'thrown.' Our only wonder is, whether the arch was begun in the morning, and 'turned by four o'clock.'——*Apropos* of viaducts, an 'alarming sinking' of the viaduct over the Avon, near Salisbury, occurred on Sunday morning. The 'stupendous walls,' had found their own obesity too much to support, and were in the act of giving way, when labourers were set to work to save them the trouble of at least supporting the stone coping and brick work, while carpenters were ordered to prop up 'the four lines of rail at the top,' so that the general traffic may not be interrupted, even in the midst of falling arches. 'Many complaints,' says our authority, 'are made against the works on this branch line of the South Western, from Bishopstoke to Salisbury (22 miles in length). At the present time, the large building intended for the reception of goods in this city (Salisbury), 240 feet long, 40 feet wide, with a further span of 10 feet each way, covered with at least 60 tons of slate, has been carried up in so shameful a manner as, even before its being finished, to require at least 50 pieces of timber to prevent this ponderous mass from falling! A few days since, this ill-built place was examined by Mr. Locke, the company's engineer, and other gentlemen connected with the company, when the works were condemned, and all the men ordered off. Mr. Fisher, the builder, of Salisbury, having been appointed to either rebuild, or so far to strengthen, the works as to make them safe. Many are of opinion that all must come down,' Can this be one of those lines which there was so great an anxiety to have hurried through, that the contractors were bribed by tempting offers of bonus, even to 'surpass themselves,' in speed of progress?——At a conference of the Midland Company and Sheffield Corporation and other authorities, the subject of the erection of a central station at Sheffield was lately discussed, after which the parties examined the site of the intended Sheffield, Barnsley, and Wakefield station, and also the station of the Sheffield, Ashton-under-Line, and Manchester, with a view to ascertain the eligibility of either of these localities for a central station.——The South Wales railway-works are in rapid progress near Usk. Here, says a correspondent of the *Monmouth Merlin*, "not only does a massive bridge of stone now span the Usk, and defy the rush of water and the strength of storms, but also, just above the beautiful structure of stone, a towering and magnificent bridge, on giant wooden pillars, and apparently as durable as the heart of oak will ever be." May he never be undeceived!——In the same quarter the Newport and Pontypool line is also fast progressing, as well as the Monmouth and Hereford, in the vicinity of Caerleon. These works create a great demand for labour.——The Leeds company lately preferred paying a passenger the expense of a post-chaise from Preston to Lytham, rather than risk a county court decision on the point at issue, which arose from the determination of the passenger to lose no time in reaching Lytham, to which place he had tickets through from Manchester, while the company had no train ready at Preston, when he arrived, to carry him on to his destination.——Engineers, it seems, have reported favourably on the project of converting the Carlisle and Port Carlisle canal into a railway, for the Newcastle Company. The probable cost is estimated at 20,000*l.* per mile, including purchase of land. The depth of water at the coast entrance, is said to be 18 feet 6 inches, or 1 foot 6 inches above that of Liverpool.——The extensive mining district of Alston Moor is about to be opened up to railway transit, by the commencement of a branch to Haltwhistle, on the Carlisle and Newcastle line. The cutting in some places will be very heavy. The contractors are, for the earth work, Messrs. Cowan, Marshall, and Ridley; for the Haltwhistle bridge, Mr. Edward Reed. The Lanley bridge is not yet allotted.——A locomotive was recently struck by lightning, between Atalanta and Augusta, in Russia, but the iron horse stood the brunt of the enemy's deadly shaft, without flinching, and passed on as if nothing had occurred. The carriages are, however, to be in future protected by horizontal conductors.——The Emperor of Russia, the Grand Duke Constantine, and other great Russian guns lately visited Messrs. Eastwick and Harrison's American engineering establishment, at Alexandroffsky, where the materials of six engines and tenders and five luggage vans and an eight-wheeled carriage, are prepared every day. The emperor, after examining every thing, made colonels of Messrs. Kraft and Melkinoff, and gave the order of St. Ann to Major Whistler, the American engineer, and diamond rings of great value, to Messrs. Harrison, Eastwick, Ninian, and others. 'This establishment,' says the *Mining Journal*, 'employs 1,920 workmen, of whom 1,643 are Russians, 121 Germans, 164 Swedes, 17 English, and 5 Americans. The engineers contracted for 162 locomotives, of 25 tons each, with their tenders, 5,300 iron trucks, 2,500 eight wheel luggage vans, 70 passengers' carriages, and 2 peculiarly elegant carriages, 24 metres in length, with 16 wheels each. Of these, 108 locomotives, and numerous trucks and carriages, are complete. This establishment is one of the most important in Europe, and highly patronised by the emperor and nobility.'

Athenæum and Mechanics' Institution, Sheffield.—The sub-committee of this body, appointed for the purpose of receiving and inspecting plans for the proposed new building, met, in conjunction with the general committee, on Monday evening in last week, when they recommended as the most eligible, the plan supplied by Mr. G. Alexander, of London. About 15 designs were submitted.

Ovens in Dwelling-houses.—A correspondent draws attention to the impositions practised by many bakers, and suggests that every six houses, built in future, should have a bread oven for the use of the inhabitants alternately, one day in the week. A copper for brewing might be added.

NEW CHURCHES AND THE RITUAL.

Sir,—My attention was attracted by an interesting and important article in your journal for this week, and though not in the habit of raising discussions, still the recommendations of your correspondent, "A Layman," are, as he himself observes, necessarily of much interest to very many of your readers, and I would hope, to all churchmen. How and in what style are the churches of England henceforth to be erected? This is indeed a momentous question.

Undoubtedly, "A Layman," is right, when he recommends to architects a study of their prayer-book before they presume to erect the sacred edifice; but then such a study will, I believe, shew, that as far as the *plan* of the building is concerned, the reformed ritual of the English church will differ but little from that of the unreformed church of Rome. The early Christians converted the halls of justice of Pagan Rome into temples henceforth dedicated to the worship of the Almighty; these primitive buildings have formed the models for all successive ages, and are still, and properly, adopted in the present day. Walter Scott, and a few other elegant, but on this subject unlearned writers, have unfortunately done much towards propagating erroneous ideas on ecclesiastical matters. The "long aisles" that are associated in so many people's minds with popery, unquestionably constituted a portion of the church long before popery was talked of. Will the plan of the ancient Saxon church be found in any respect different from that of the Norman and succeeding periods? Have not the two really essential parts of the church, the chancel and the nave, *always* existed in our English edifices?, and is it not expressly ordered that *the chancels shall remain as they have done in times past*? Why, then, in our just endeavour to avoid the errors of Romanism, seek "to invent, or adopt, from models of the primitive ages, a distinct style of building for use in the church of England?" For, as we have seen, the plan of the primitive churches has formed our prototype; and it is therefore in the details of the Gothic style that the dangerous tendency to Romanism exists. Are we then called upon to abandon the intricate net-work of a traceried window, the clustered and lofty pillars with foliage wonderfully carved, the

> ——"branching roof
> Self-poised, and scooped into ten thousand cells,
> Where light and shade repose;"

Must they all be swept away because they were invented by men who were gradually led away from the purity of the primitive faith? As well might we condemn the noble art of printing; and casting from it the invention of popish times, seek some other method of enlightening the minds of our fellow-men. Good old Fuller is indeed right; a little skill in antiquity *may* incline a man to popery, "*but depth in that study brings him about again to our religion.*" "A little learning is a dangerous thing." Rather, then, than invent, let us study, aye, and deeply, and let the church, catholic and universal, continue to erect her temples in that style which has become peculiarly hers by the sanction of ages.*

Now, with regard to galleries, is it solely because they are unsightly objects that they are to be banished from our churches? Certainly not. Here is an instance where the architect is called upon to study his prayer-book and the canons of the church; for in the eighty-second it is enjoined, that the ten commandments be set up on the *east end* of every church and chapel, where the people may best see and read them. Occupiers of north and south galleries clearly were not then thought of; for such an arrangement obviously presupposes that the congregation are facing the east. But besides this, galleries tend very much to disturb the devotion and unity of the congregation. It is frequently difficult at times to keep the mind from wandering, but how much more so, when, perched up aloft, we have a row of heads under our feet. Why, a person must almost necessarily close his eyes from the commencement to the close of the service, if he would keep his thoughts firmly fixed on the one object which

* At the same time, I am far from advocating a servile imitation of what has already been done. The best story of the 15th century had the Early English gothic to follow, and they did so evidently in retracting the spirit of the style, and shewing it with the workings of their own mature taste, they at last produced the exquisite architecture of the Edwardian period: let us follow their example.

To learn more about OCR and PDF Compression go to ThePaperlessOffice.org